The Tribune Goes Into Nearly Every Dorchester Home

CAMBRIDGE TRIBUNE

Devoted To The Interests Of The Eastern Shore Of Md.

VOL. 7 NO. 24

CAMBRIDGE, MARYLAND FRIDAY, JUNE 12, 1942

PRICE 3 CENTS $1.50 PER YEAR

TODAY and TOMORROW

HISTORY . . . . . doubts

George Washington never chopped down his father's cherry tree and he did tell lies; Abraham Lincoln never could have written his Gettysburg speech "while riding to Gettysburg, on a piece of brown paper"; Fulton didn't invent the steamboat and Betsy Ross probably had nothing to do with making the first American flag.

That's what the gray-bearded research historians of today would like to have us believe, for they take a special delight in upsetting the traditional tales which every school child has accepted as gospel fact.

But in spite of the evidence they may uncover, most of us will not give up these favorite bits of history—the parts we remember best—without a struggle.

FLAG . . . . . Betsy Ross

Flag Day itself, which we celebrate on June 14, is not the anniversary of the completing of the flag by Betsy Ross but is the anniversary of its authorization as our national emblem.

The story is that the flag was made by Betsy Ross from a sketch supplied by George Washington and that she completed the first flag in June 1776—a year before it was adopted. Doubt has been cast on the authenticity of this story because several localities now claim that the first flag originated with them. And it is true that the Betsy Ross story wasn't given any recognition until 94 years after the flag was supposed to have been made.

In 1870, William Canby, grandson of Betsy Ross got the story into our history books by reading a paper before the Historical Society of Pennsylvania in which he said that his grandmother, when she was 84 and he was 11, told him the story of George Washington's visit to her flag-making establishment and of the ensuing result.

Maybe he had the facts right and maybe he didn't, but if Betsy Ross didn't make the first flag nobody knows who did—so we might as well keep on giving Betsy the credit.

STARS . . . . . law

Although the first standard flag, with 13 stripes and 13 stars was authorized on June 14, 1777, it was not until 1795 that Congress passed a law officially making the stars and stripes our national emblem. That was six years after the Constitution was written and George Washington had been made President. The act, as finally adopted by Congress, included stars for 15 instead of the original 13 states, and read:

"That from and after May 1, 1795 the flag of the United States be 15 stripes, alternate red and white; and that the Union be 15 stars, white in a blue field."

Evidently Congress thought that with the admission of the States of Kentuck and Vermont the Union was completely formed, but as other States applied for admission the members realized that there would still be many additions before the Union took permanent shape. Therefore, in 1818 a new, and more elastic law was passed, which read:

"That from and after the fourth day of July next, the flag of the United States be 13 horizontal stripes, alternate red and white; that the Union have 20 stars, white in a blue field. That on the admission of every new State into the Union, one star be added to the Union of the flag; and that such addition shall take effect on the Fourth of July next succeeding such admission."

EAGLE . . . . . victory

Although the Stars and Stripes constitute our official national emblem, the symbol of the American eagle has almost as much historical significance. The eagle appeared on one of our coins in the same year that Betsy Ross made the first flag and, at the battle of York town, in 1777, it was on the field of blue as part of our nation's flag.

Describing the symbolic importance of both the flag and the agle, Senator Bailey of North Carolina recently said:

"We have two symbols—one the flag which represents the whole country, its might and its power and its character, its service and its destiny. We have the other symbol, the symbol of the eagle; and the eagle speaks to us now as the eagle spoke to us in the beginning—not just of victory, but of faith in ourselves, of our confidenec in our own cause, in our own power. The eagle is serene in storm and confident in the presence of any or all of his enemies."

With aviation now playing such a major part in war, the symbol of the eagle seems to speak more than ever for the strength of our nation.

But it is the flag, with its 48 stars, which symbolizes our unity. The eagle represents our power and our confidence in victory—but it is the flag, and all it stands for, for which we are fighting this war.

—Buy War Savings Stamps—

Local Packing Company Elects New Officers

Immediately following the annual meeting of the stockholders and election of directors of The Phillips Packing Company, Inc., Tuesday afternoon at 3 o'clock, Colonel Albanus Phillips was named to head the company for his 41st consecutive year.

W. G. Winterbottom, Sr., one of the co-founders of the company, at the same time was elected Vice-President for his forty-first consecutive year. Other officers elected were:

Albanus Phillips, Jr., Vice-President.

Levi B. Phillips, Jr., Vice-President.

W. G. Winterbottom, Jr., Vice-President.

Theodore Phillips, Vice-President.

J Lockwood Shepherd, Treasurer.

J. Emory Parks, Assistant Treasurer.

E. C. Hopkins, Jr., Secretary.

S Charles Walls, Assistant Secretary.

In addition to the officers of the company, members of the board of directors elected include: Warrington Harris, George N. Jones, Robin Kirwan, J. Allen Meekins, Philip H. Rue.

PLANS FOR CONSTRUCTION OF GRANARY ON DISPLAY

Plans are on display in the office of the County Agent for construction of a good substantial granary, or storage bin, where new construction is necessary. The reinforcing of unused brooder houses, machinery sheds, garages or even building bins in parts of unused stables and barns is suggested as being a possible provision of storage space.

The State Committee advises that these buildings must be of such nature that they can be locked or boarded up, or in the event of bins being built within existing buildings, that the top of the bin should be covered with chicken wire, which is securely nailed down.

Some provision must be made to make it necessary for anyone attempting to remove any wheat to have to break into the bin. The Federal penalty for this is rather severe and the farmer custodian who has exercised reasonable care in protecting and keeping his grain in condition should experience no great difficulty.

The percentage of moisture in wheat depends very largely upon the condition of the wheat at the time it is harvested and threshed. **It will be necessary this year for farmers to insist that threshing and combining be done only when** the wheat is real dry and in the best of condition. There will be two distinct advantages to the grower, in that dry wheat can be stored on the farm and also that all local elevators will accept up to their storage capacity dry wheat for local storage.

The Extension Service, AAA and County and State War Boards have been working with officials in Washington in an effort to get space made available in Philadelphia and Baltimore for the storage of Eastern Shore grain. The local committee several weeks ago recommended to the State Committee that every effort be made along this line and at the same time they communicated with all of the other counties on the Shore, urging them to do everything that they could to help get some elevator space made available for the handling of the Eastern Shore wheat due to the high moisture content.

Farmers should do everything they can to have some storage space available on their farms as they may find when they start to thresh or combine that they will not have any place to put their wheat.

"BLACK-MARKET" GAS TRADING TO BE CHECKED

A drive to eliminate "black-market" trading in gasoline to insure adequate supplies of petroleum products for the Atlantic Coast states was launched by Federal and local rationing officials over the week-end.

Simultaneously, the Office of Price Administration in Washington warned service station operators who sold gasoline without ration cards that they would be liable to criminal prosecution under the permanent gasoline rationing program scheduled to take effect next month. The Federal move followed a survey of 1,000 volunteer investigators in New York City, Philadelphia and Newark, disclosing widespread bootlegging of gasoline.

Meanwhile, mayors of 25 cities along the East coast met with Mayor Fiorello H. La Gaurdia in City Hall last Saturday, naming a committee with the New York Mayor as head, to meet with Federal officials in an effort to expand rationing of petroleum products for the Eastern section of the country.

The OPA announced that under the new rationing system next month filling station operators will have to turn over the exact number of stamps for the amount of gasoline delivered. Dealers violating this ruling will be subject to maximum penalties of $10,000 fine or one year imprisonment or both, and in addition, will eventually find themselves without gasoline in their tanks.

The Office of Naval Operations of the Navy Department was provided for in the Naval Appropriation Act of 1915.

PRICE - FREEZING NOT SOLUTION

The general price-freezing order which recently went into effect has not completely solved the price problem by a long shot. Important readjustments must be made if thousands of American businesses are to be saved from economic disaster.

The most difficult problem confronting the retail merchant is that of the so-called "roll-back." Long ago, retailers were asked by the government to hold their prices to the lowest possible level, and the splendid manner in which they did that has been highly praised by such informed officials as OPA Administrator Leon Henderson.

Patriotic retailers priced their wares on the basis of original cost instead of replacement cost. As a result, general price freezing has put them in an impossible position. The freezing order made absolutely no allowance **for the wide lag** which has existed between the wholesale and the retail price indexes. Unless merchants are permitted the "roll-back", they will legally be bound to sell many items without any margin of profit whatsoever—and some items at an absolute loss. It is obvious that they wouldn't last long under those circumstances.

Worst of all, the merchant who cooperated with the government and held his prices to rock-bottom is severely penalized by the freezing order—while the merchant who charged all the market would bear is actually benefited. And it is apparent that the blow is most severe in the case of small stores which have no accumulations of capital to tide them over a period of doing business at a loss.

The OPA has announced that it intends to make as few exceptions as possible to the price-freezing order. But some arrangement whereby merchants can price their goods at a level consistent with current wholesale prices is absolutely necessary. The very existence of retail business is at stake.

MORE CURBS DUE

Drastic curbs on bus traffic imposed by the Office of Defense Transportation are likely to cause a curtailment of "extra" services normally provided during the summer months to Maryland resort communities, it was indicated yesterday.

Busses used primarily to transport passenger to beaches and resorts, such as Ocean City, Chesapeake Beach and North Beach, will be affected, an ODT spokesman indicated.

Edgar T. Bennett, of the Red Star lines, from his Salisbury office said, in commenting on the resort bus schedules:

"So far as we know all of our other schedules meet the ODT's latest requirements. If any should come under fire, it could only be the "extra' runs to Ocean City, originating in Salisbury.

"We decided to inaugurate the extra service only after consulting the ODT," he said, "but that was, of course, before the ODT took war time control over intercity operations."

Relatively few adjustments of bus schedules over Maryland highways will be necessary as a result of the ODT's restrictions on so-called amusement runs, it was said by observers. They said many of the Maryland companies already had discontinued non-essential runs to race tracks, athletic fields and such places.

A hint of what the ODT had in mind as to the wartime role of bus operators was given to State interests early in the month when the unification and complete coordination of operations of three competing bus lines using the Washington Boulevard, as part of the service between Washington and New York was directed by the Federal body.

WPB EXTENDS WOOL CONSERVATION ORDER

The War Production Board today extended its wool conservation order until August 2, allocating supplies of new wool for July on substantially the same basis as the allocation made for the second quarter of the year.

Expect To Bring 5000 New Hands To Peninsula

Employment Service Makes Arrangements For Transportation.

WOULD HELP LABOR SHORTAGE

The transportation of more than 5,000 Negro workers, 2,000 of them at once, to the Eastern Shore harvest fields from Baltimore, is a problem that is being worked out by officials of the United States Employment Service and colored leaders.

The problem is tentative of course upon the willingness of the Negroes to accept such work. The leaders now are reported trying to persuade members of their race to accept the jobs on "straight patriotic appeal." The majority of them will be needed in August.

Fred B. Gambrill, farm placement supervisor of the United States Employment Service, said accommodations in four new migratory labor camps, built during the winter by the Farm Security Administration, are available, free of charge, for 2,400 of the workers. The supervisor asserted the men will be paid prevailing rates for the work they do.

According to Mr. Gambrill, the present problem is to obtain transportation for workers to the labor camps after they are recruited. An appeal will be made to the Eastern Shore farmers to go to Baltimore with their trucks to get the workers, he said.

The State Roads Commission, he said, also has been approached regarding the problem of transporting prospective field hands.

Men coming to the Eastern Shore would be assured a full summer's work. Up to the capacity of the now almost vacant camps, they would be assured of free accommodations, it was explained.

At present, only one of the four camps is in general use. This is the camp at Pocomoke City, and it is now housing 125 workers. The camp at Hebron is at present housing only 13 workers. Two other camps, one at Westover and one at Hebron, are vacant. The Pocomoke, Westover and Hebron camps are operated by the United States Employment Service office at Salisbury, and the one at Vienna by the office at Cambridge.

Each camp is designed to house 600 persons. The camps are composed partially of wood barracks and partially of tents. Well water is provided, and there are cots, mattresses, blankets and stoves ready for use.

JAPANESE BEETLE CONTROL SOON TO BEGIN IN COUNTY

The County Agent will start a crew of young men to work on the preparation of traps, and setting up of the same the first of next week.

One of the important features of this year's program will be the large number of traps available for leasing to property owners throughout the county.

The County Agent announces he has arranged for leasing stations in a number of towns for the placement of traps. These traps are put out on a 2-year lease, 20c per trap, which includes trap, rod, and the bait, leasing fee to be paid at the station at the time the traps are taken out.

There will be no farm trapping done in any area this year, the local office announced, as the funds and time spent will be for trapping in the towns and distribution of 800 pounds of Spore Dust of the Milky White Disease, this material will be placed on farms in the most heavily infested areas of the county.

The State Department of Entomology may wish to place a few traps in the farming area, as a means of checking on the infestation of beetles in that area. Persons interested in securing traps should apply to any of the leasing stations that are convenient for them. For those who have their traps from last year that they may want to operate, bait will be available at the leasing stations at the rate of 10c per bottle, if a new bottle is necessary; 5c if the old bottle is returned to be refilled. The colony of Tiphia Wasp ,which is a parasite of the Japanese Beetle, has been liberated on one of Highly's farms in a sheep pasture near Cambridge bridge. Further information in regard to this program can be secured from the County Agent.

HEALTH REPORT FOR DORCHESTER COUNTY

Cases of communicable diseases reported in Dorchester County for the week ending June 9, are as follows:

Measles—1, Fishing Creek.

Mumps—1, Golden Hill; 1, Galestown.

Tuberculosis—1, Hoopersville.

E. A. Jones, M. D.,

Black-out On Peninsula Was Nearly Perfect

Observance Of The Air Raid Practice Test Was Said To Be Nearly 100 Per Cent.

TRAFFIC IN COUNTY CAME TO STANDSTILL

Maryland's entire Eastern Shore blacked out for three hours last night in a test described by Civilian Defense officials "as perfect as they have in England and they have had two years' practice there."

The drill, held in Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Worcester and Somerset counties, started at 9 P. M.

At different times during the test, air-raid warning signals were sounded in the various counties, causing total blackouts which ranged from an hour in this county to forty-five minutes in others. The remainder of the time the counties were partially blacked out, with street and automobile lights left on.

Col. Henry S. Barrett, State Air Raid Precautions Service Director, observed Salisbury's blackout, reporting it was one of the most perfect he had seen.

LIMITS PLACED ON CLOTHING

If a woman is over 5 feet 8 1-2 inches in height in her stocking feet she can strut through the war period in any size dress or coat that she desires, but all other women—"stouts", "teen age", "lots", and "chubbies", are now limited to specific measurements set up by the war production board.

How the war production board, which is usually busy gathering together the steel for battleships and other heavy materials, happened suddenly to get mixed up in the detailed intricacies of women's clothes-making is somewhat of a mystery, although the shortage of wool and silk probably had something to do with it. At any rate, the freezing of style specifications is now so exacting that the dress and coat makers probably can use the government regulation in place of patterns.

The regulations tell exactly how long skirts can be for every size, how much hem is permissible, what sleeve lengths and sleeve circumferences must be, how wide and how long slacks can be to be legal and all other details which concern the amount of material used. Of course, since the government's only concern is in saving material, the regulations govern only maximum amounts of material that may be used. So, if the dressmakers want to revise styles by making skirts shorter or dresses tighter, they will be able to do so.

The probability is that, in order to be assured of avoiding violations the dresses and coats will be made at least a trifle smaller than the regulations call for. For there are few men in the dress manufacturing industry who would want to take the chance of being jailed and dubbed a traitor to their country because their dress company made a junior miss, size 9 dress 43 inches long when the law clearly limits the length of this size to 42 7-8 inches.

TYDINGS WARNS OF WAR WASTE

Speaking of the confusing and wasteful reports on activities in Washington, Senator Tydings, head of a special committee, authorized to promote economy and efficiency in government, attacked the "daily deluge" of wasteful and expensive news releases on all subjects released by government publicity departments. Pointing out that many of these releases are "utterly worthless," he said:

"We are of the opinion that nearly all, and certainly one-half of these releases, should be discontinued during the war. These releases cost the government and the people of the United States millions of dollars a year, consume the services of hundreds of clerks and stenographers and duplicating machine operators, the use of millions of dollars' worth of printing and duplicating machinery, and necessitate the utilization of thousands of square feet of office space besides adding unnecessarily to the housing and transportation congestion of the capital city of Washington."

TO OPEN TRAINING SCHOOL FOR OFFICERS

An officers' training school for the Maryland State Guard will open Monday at Garrett Park, Montgomery county, and continue during the next week until June 20. Brig. Gen. Dwight H. Mohr, State Guard Commander, said approximately sixty officers would attend the technical and training course. Lieut.-Col. Lucius McK. Crumrine will be commandant of the State Guard School.

Record Production On Farms Now In Sight

Reporting that crop prospects have rarely averaged better at this season of the year, the Agriculture Department said this week that if weather conditions continued favorable the country would be assured of a record output of farm commodities for war needs.

The forecast was based upon the department's monthly survey of planting operations and of weather and growing conditions throughout the country.

"While definite forecasts of total crop production can hardly be made until plantings of later crops have been completed and growth of early crops is further advanced," the report said, "present conditions fully support earlier expectations of increased planting and light abandonment (of previously acreages).

"Growing conditions are so generally favorable that another year of heavy production of crops and live stock seems probable. If the weather continues favorable, previous records of agricultural output may be considerably exceeded."

The department made preliminary forecasts on the production of a few major crops, principally the small grains. It estimated a total wheat crop of 868,059,000 bushels, including 646,931,000 bushels of winter wheat and 221,128,000 bushels of spring wheat. While eight per cent. below last year's harvest, a crop of this size would be substantially above the 1930-39 average of 747,507,000 bushels. Supplementing this year's crop will be an estimated record reserve supply of 630,000,000 bushels carried over from previous years.

The department forecast the production of oats—an important livestock feed—at 1,252,380,000 bushels. This was slightly above last year's production and considerably above the ten-year average.

The rye crop was forecast at 54,397,000 bushels, compared with 45,191,000 harvested last year. Barley production seems likely, the department said, to pass the 400,000,000 bushel mark for the first time in history.

The department made no forecast on corn, but it said that this crop was making satisfactory progress despite delayed planting in some sections.

NINETEEN COMPLETE FIRST AID COURSE HERE

The Red Cross Course for First Aid Instructors sponsored by Dorchester Chapter, was completed in Cambridge last Friday night. Instead of the minimum of fifteen hours as prescribed, the course totaled practically twenty hours and was taught each night from 7:30 to about 11:00 o'clock, from Monday through Friday night.

Twenty-two graduates of both Standard and Advanced courses, previously taught by the local Red Cross chapter, took the course. Of this number, 19 graduated and with their application approved for Instructor's authorization by Mr. William Karl, National Instructor and Field Representative, and Dr. Robert Weygand, Chairman of the Dorchester Chapter, the forms were sent to Washington last Monday.

The recent class conducted at the Cambridge Yacht Club by Dr. John Mace under Red Cross sponsorship, has been completed and the forms sent to headquarters. Mr. John Wagner, one of this group, has been elected Captain of First Aid Post No. 2 at the Yacht Club.

J. WALTER HASTINGS, JR. RECEIVES DEGREE

J. Walter Hastings, Jr., son of Dr. and Mrs. J. Walter Hastings, of this city, received his degree of Doctor of Veterinary Medicine last week at the 186th Commencement of the University of Pennsylvania.

The exercises were held in the Municipal Auditorium of the Convention Hall at 10:30 o'clock A. M., and there were 1400 in the graduating class.

Dr. Hastings, Jr., was recently elected permanent president of his class. He graduated from the Cambridge High School in the class of 1937.

Dr. J. Walter Hastings, Sr., is also an alumnus of the University of Pennsylvania.

TWO BALL GAMES TO BE PLAYED HERE SUNDAY

The Cambridge Merchants and Princess Anne Bulldogs will play the first game of a twin bill at Phillips Park Sunday. The classy Willards nine tackle the Cambridge Cardinals in the nightcap.

Princess Anne's southpaw, "Wonderboy" Muir, will face the Merchants seeking his sixth straight victory. The Muir-Murray battery beat the Merchants last Sunday to the tune of six to three. A major league scout will be in the stands Sunday to look over the lanky Muir as well as other promising local players.

The cellar-dwelling Cardinal line up for the Willards clash is unknown, but they promise the smooth fielding Willards outfit plenty of trouble.

The Merchants - Princess Anne game is scheduled to start promptly at one-thirty, at Phillips Park.

CAMBRIDGE STUDENTS PASS CIVIL SERVICE EXAMS.

Eighteen of the nineteen high school graduates who took the civil service examination on Tuesday at the Cambridge High School, passed.

The examination was given by the Social Security Board for work in Baltimore. The jobs were under punch card operators and tabulating and sorting machine operators.

Twelve of the students who took the examination received appointments effective June 15, and 6 are not decided.

A Civil Service representative came here on Tuesday, gave the examination, marked the papers and gave out the jobs the same day.

This is the first time that an examination of this type has been given to students from 16 to 18 years of age.

MISSING 2-YEAR OLD BOY FOUND AFTER 7-DAY HUNT

The seven-day hunt for two-year-old Benjamin Lewis, Jr., ended last Friday with the finding of his body in the Honga river, six miles from the Hoopers Island home of his grandparents.

The body was discovered by Delmas Dean as he was crabbing at the far end of an adjoining island.

Drowning was given as the cause of death by Dr. Joseph K. Shriver, medical examiner.

The child was the son of a war worker, who lives in the 3200 block Ravenwood avenue, Baltimore. He disappeared while spending the Memorial Day holiday with his parents on Hoopers Island.

Calvin Harrington, Jr., Dorchester County State's Attorney, and Sheriff James R. Thomas hurried to the scene as soon as news of the finding of the body reached Cambridge.

State Police Corp. C. C. Serman summoned Dr. Joseph K. Shriver, medical examiner, and the boy's father to the scene, and the officials reported finding no marks of violence on the body. Dr. Shriver gave a certificate of accidental drowning.

Residents of the island said it would have been impossible for the boy to have walked to the section where the body was found, because of bog-infested marshes. Watermen said the boy apparently waded into the river in front of his grand parents home and drowned and the body floated down the river.

CAMBRIDGE LADY SEWS STAR IN McARTHUR'S FLAG

Mrs. C. Reginald Lake, of Cambridge, has had the very distinctive honor of sewing a star on the flag that is to be presented to General Douglas McArthur, on next Sunday through a nationwide radio hookup.

Mrs. Lake was the guest of Mr. and Mrs. Arthur Sewell, curator of the Flag House, where the flag is being made, and it was on her visit there that she sewed on the star.

The original Star Spangled Banner was made at this same flag house.

The flag is being made by members of patriotic organizations, under the leadership of Mrs. George E. Parker, Jr., National President of the Daughters of the Revolution.

CAMBRIDGE SHIP YARD TO BUILD FOUR MORE BOATS

Contracts were signed with the government by the Cambridge Shipbuilders, Inc., for the construction of four passenger-cargo ships at the Cambridge plant of the company.

Information to this effect was received Wednesday by Robert Matthews, vice-president, from George L. Broffe, president of the company.

Mr. Matthews said that the ships will be 114 feet long, and that the total contract will involve a cost of around a million dollars.

Mr. Broffe was still in Washington, but was expected to return yesterday with more details of the construction project, which is expected to get underway as soon as all of the nine rescue ships which the company now is building are put into the water.

Mr. Broffe had been discussing several different ship construction projects to be built here with various branches of the government, but felt that the passenger-cargo ships were best adapted to the facilities in Cambridge.

FEAR SPREAD OF SICKNESS THIS SUMMER

Doctors fear that this summer will see outbreaks of encephalitis, the queer, new disease which attacks men twice as much as women.

Bay Ferry To Continue On Present Time

Matapeake Line Will Make No Change In Schedule Before July.

CITE RESTRICTIONS ON GAS AND TIRES

In response to numerous inquiries from Eastern Shore communities and resorts and others, the State Roads Commission this week announced it would continue its winter Chesapeake Bay ferry schedule at least until the end of this month.

Ordinarily, the ferry system is put on an increased summer schedule by the middle of June.

The decision was made "because of the acute gasoline and tire situation," according to the announcement.

"Wartime restrictions," it continued, "may cause traffic on the State-owned ferry to decrease. Anticipating decreases in all classifications of traffic, the State Roads Commission has decided to study the traffic conditions on the ferry for the first fifteen days of June.

"Traffic transported during this period will determine the summer operations of the ferry system.

All equipment of the Chesapeake Bay ferry system is in excellent condition and ready to operate service as adequate as traffic demands," it was announced.

COUNTY CHILD DROWNED NEAR CHURCH CREEK

The third drowning in three weeks of children in Dorchester County, occurred Monday, when Philip Wilson Fitzhugh, age 1 year and 2 months, was accidentally drowned at the home of his parents, Mr. and Mrs. John Wilson Fitzhugh, of Brannock's Neck.

The child had been playing in the yard and had gone to the river bank, just a short distance from the house, when the accident occurred. He was taken to the Cambridge-Maryland Hospital, where efforts were made to revive him but without success.

Dr. Joseph K. Shriver, deputy medical examiner of Dorchester county, rendered a verdict of accidental drowning.

He is survived by his parents, Mr. and Mrs. John Wilson Fitzhugh; one sister, Jean Fitzhugh, of Brannock's Neck; his grandparents, Mr. and Mrs. Joseph Fitzhugh, of Brannock's Neck, and Mrs. Reuben Aaron, of Taylor's Island.

Funeral services were held from the LeCompte Funeral Home, Wednesday afternoon, at 4 o'clock, with Rev. H. L. Knotts officiating. Interment was in Dorchester Memorial Park.

ELKS CLOSE SERIES OF CARD PARTIES

The series of card parties which the Cambridge Lodge of Elks has been sponsoring for the past five weeks, came to a close Thursday night of last week.

The Grand Prize in bridge, a War Bond, was awarded to Mrs. John Jarman. The second Grand Prize in bridge went to Mrs. C. J. Henry.

The Grand Prize in 500 went to Mrs. John Matthews, Jr., the second Grand Prize in 500 went to Levin Slacum.

Prizes for the high scorers in bridge during the evening were, 1st, Mrs. C. J. Henry; 2nd, Mrs. Hildegarde Jones; 3rd, Harper Moore.

Prizes in 500 were awarded to 1st, Nancy Dean; 2nd, Benjamin Brittingham; 3rd, Mrs. John Matthews, Jr.

The parties have been in progress for the past five weeks, and Grover Johnson, the chairman of the entertainment committee, said the largest crowd of the series was present last Thursday night, twenty-six tables playing.

The proceeds from the parties will be used to furnish an emergency operating room at the Cambridge-Maryland Hospital.

BUDGET APPEAL FOR SALVATION ARMY HERE

Organization of the Salvation Army Budget Appeal is progressing as planned, according to a statement made by Doctor Thomas C. Mulligan, general chairman.

Mr. Edgar S. Hubbert met with a group of men Wednesday, June 10, and selected the names of presumably substantial subscribers to the Budget Fund. These citizens to be solicited previous to the general canvass which will begin the following week.

The women's division is headed by Mrs. Lura Harrison as chairman, and Mrs. Guy D. Lowry, Mrs. Amos Creighton and Miss Mary Mewkill. A campaign office has been opened at 22 Poplar Street through the courtesy of Mr. Granville S. LeCompte. Other departments of the campaign will be announced later.